

Driver Age Distribution

Table 15 shows the increase in the number of drivers in Idaho since 1990. These numbers reflect growth in the population of the state and the aging of the baby boomers. Since 1990, there has been a large increase in the number and proportion of drivers over the age of 45.

Table 15 Age Distribution of Licensed Drivers: 1990, 2000, 2004					
Age	1990	2000	2004	Change 1990-2003	Change 2000-2003
15*	3,478	9,406	4,586	31.9%	-51.2%
(%)	0.5%	1.1%	0.5%		
16-24	123,114	156,485	149,670	21.6%	-4.4%
(%)	17.4%	17.5%	15.8%		
25-34	151,625	154,133	166,071	9.5%	7.7%
(%)	21.4%	17.3%	17.5%		
35-44	153,976	178,401	173,216	12.5%	-2.9%
(%)	21.8%	20.0%	18.3%		
45-54	100,258	167,821	184,481	84.0%	9.9%
(%)	14.2%	18.8%	19.5%		
55-64	76,255	106,190	134,711	76.7%	26.9%
(%)	10.8%	11.9%	14.2%		
65+	98,967	120,516	134,849	36.3%	11.9%
(%)	14.0%	13.5%	14.2%		
TOTALS	707,673	892,952	947,584	33.9%	6.1%

**On September 1, 1989, legislation took effect increasing the driving age from 14 to 16 years old.
On September 1, 1991, legislation lowered the driving age from 16 to 15 years old.*

The graduated driver's license law took effect January 1, 2001. The law changed the requirements for operating a vehicle with a supervised instruction permit. These requirements must be met to obtain a class D driver's license: the permittee may not apply for a driver's license sooner than 15 years of age and no sooner than 4 months after completing a driver's training course; during the 4 month period, the permittee must accumulate 50 hours of supervised driving time with a licensed driver 21 years of age or older and 10 of the hours must be at night. All occupants of the vehicle must be properly restrained. If the permittee is convicted of any traffic violation or is found in violation of any of the restrictions of the supervised instruction permit, the permit is canceled and the 4 month period starts over from the date a supervised driving permit is reissued. The conditions of the supervised driving permit apply to everyone under 17 years of age that is attempting to obtain a driver's license. Once a class D license is obtained, driving is restricted to daylight hours for persons under 16 years of age. An amendment, taking effect July 1, 2003, allows 15 year old drivers to drive at night, as long as another licensed driver over the age of 21 is present.

Driver Age and Collision Involvement

In 2004, a problem was found with the age calculation in the Statewide Collision Database. The ages were re-calculated and the data in this edition reflects the changes.

Table 16 Driver Age as a Factor in Collisions: 2004								
Age	Licensed Drivers		Drivers in All Collisions			Drivers in Fatal and Injury Collisions		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
15	4,586	0.5%	641	1.3%	2.8	229	1.3%	2.7
16	11,689	1.2%	1,638	3.4%	2.8	527	3.1%	2.5
17	15,276	1.6%	2,033	4.3%	2.7	704	4.1%	2.5
18	16,095	1.7%	2,094	4.4%	2.6	766	4.4%	2.6
19	17,745	1.9%	1,782	3.8%	2.0	627	3.6%	1.9
20	17,774	1.9%	1,507	3.2%	1.7	527	3.1%	1.6
21	16,629	1.8%	1,554	3.3%	1.9	585	3.4%	1.9
22	18,046	1.9%	1,460	3.1%	1.6	540	3.1%	1.6
23	18,202	1.9%	1,385	2.9%	1.5	471	2.7%	1.4
24	18,214	1.9%	1,233	2.6%	1.4	454	2.6%	1.4
25-34	166,071	17.5%	9,097	19.1%	1.1	3,365	19.5%	1.1
35-44	173,216	18.3%	7,578	16.0%	0.9	2,882	16.7%	0.9
45-54	184,481	19.5%	6,580	13.9%	0.7	2,463	14.3%	0.7
55-64	134,711	14.2%	4,027	8.5%	0.6	1,462	8.5%	0.6
65-74	79,417	8.4%	2,026	4.3%	0.5	736	4.3%	0.5
75+	55,432	5.8%	1,542	3.2%	0.6	561	3.3%	0.6
Not Stated or Other			1,329	2.8%		330	1.9%	
TOTALS	947,584		47,506			17,229		
<i>* Involvement is calculated by dividing the percent of drivers in collisions by the percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.</i>								

Drivers, ages 19 and under, were involved in 2.4 times as many fatal or injury traffic collisions as expected. This age group comprised 6.9% of all licensed drivers and accounted for 17.2% of drivers in all collisions and 16.6% of drivers in fatal and injury collisions. Drivers, ages 20 to 24, were involved in 1.6 times as many fatal or injury traffic crash as expected.

In 2004, the number of 15 year old drivers in collisions was 33% lower than in 2000 and the number of 15 year old licensed drivers remained 51% lower than 2000 numbers. The number of 16 year old drivers in collisions was 20% lower than in 2000, while the number of 16 year old licensed drivers was 25% lower than 2000 numbers. The number of 17 year old drivers in collisions was 8% lower than 2000 numbers and the number of 17 year old licensed drivers was 12% lower than 2000 numbers. The number of 18 year old drivers in collisions was 6% lower than 2000 numbers and the number of 18 year old licensed drivers was 14% lower than 2000 numbers. Drivers that were 18 years old in 2004 were the first group of drivers subjected to the Graduated Drivers License (GDL) requirements.

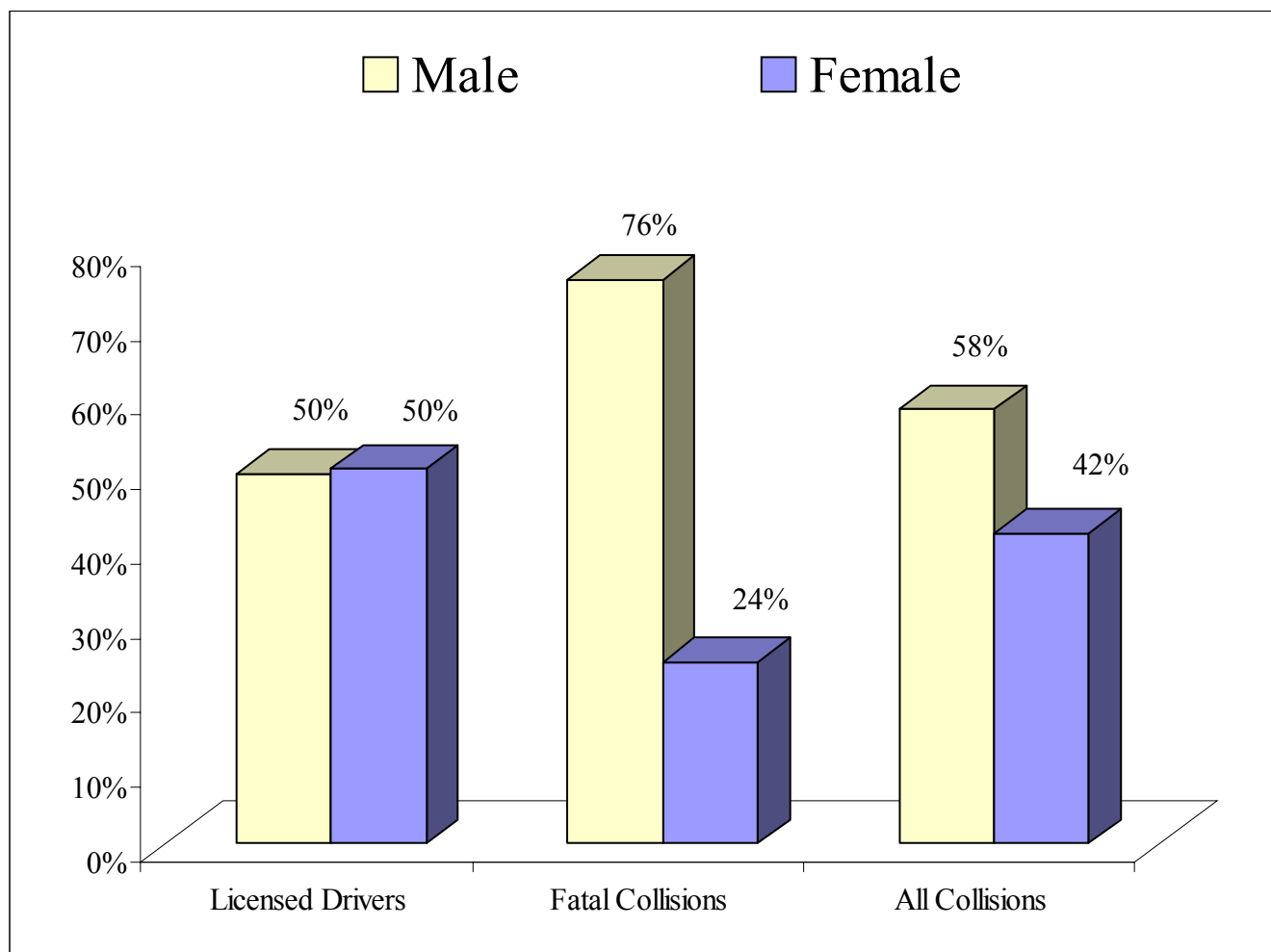
While the number of drivers in crashes has decreased, the number of licensed drivers has decreased by larger percentages. Meaning, young drivers are still over-involved in crashes and the GDL has not had the desired effect

of reducing the involvement of young drivers in crashes.

Driver Gender Information

Figure 9 shows the distribution of male and female licensed drivers, the percentage of drivers involved in all collisions, and the percentage of drivers involved in fatal collisions. Males comprise just fewer than 50% of the licensed drivers, but accounted for 58% of the drivers in all collisions and 76% of the drivers in fatal collisions.

Figure 9
Comparison by Gender for Driver Licensure, and Collision Involvement: 2004



In 2004, males were 1.4 times more likely than females to be involved in any collision and were 3.2 times as likely as females to be involved in a fatal collision.

Collision Involvement by Driver Age and Gender

Figure 10 shows driver involvement by age and gender for all collisions and Figure 11 shows driver involvement by age and gender for fatal and injury collisions. Figure 11 corresponds with the involvement numbers in Table 16 and shows how the involvement numbers breakdown by gender. For example (in Figure 10), 18 year-old male drivers were involved in 3 times as many collisions as expected, while female 18 year-old drivers were involved in 2.2 times as many collisions as expected.

Figure 10
Involvement by Driver Age and Gender in All Collisions: 2004

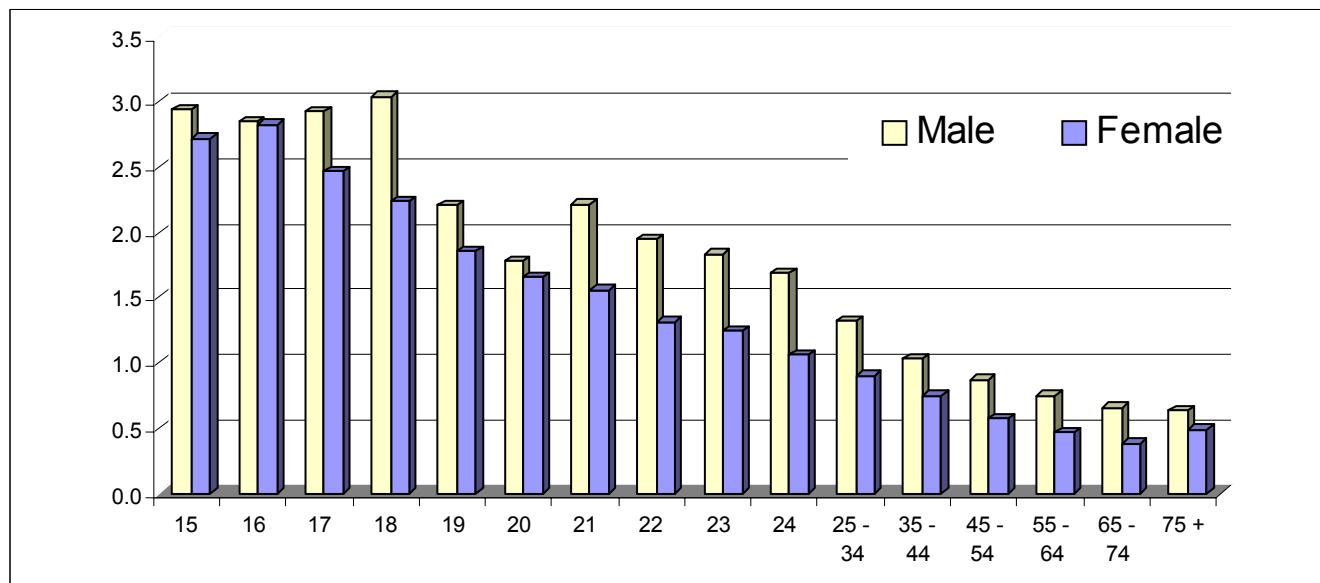
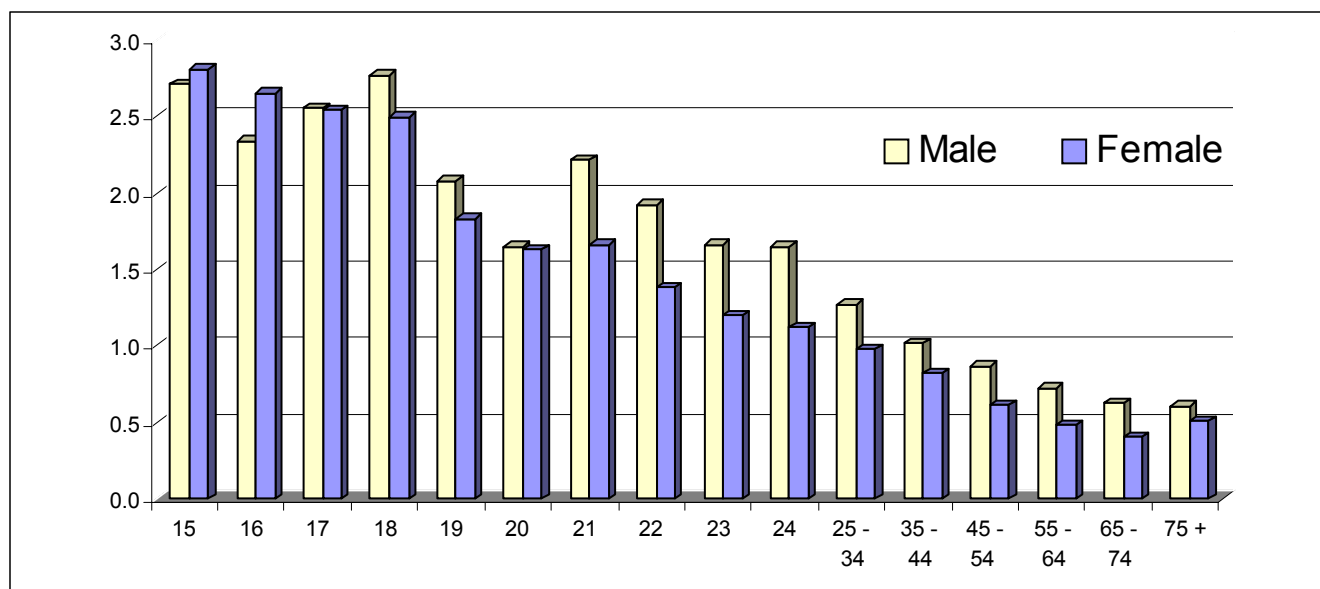


Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Collisions: 2004



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2004 are presented in Table 17. The basic rule violations refer to Idaho Code that requires drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Table 17 Top Ten Traffic Violations for Idaho Drivers: 2004		
Violation Type	Number	% of Total
1. Basic Rule / Speeding Violations	83,522	45.3%
2. Safety Restraint Violations	31,078	16.9%
3. Insurance Violations	17,047	9.2%
4. Failure to Stop at Traffic Control Devices	11,860	6.4%
5. Driving Under the Influence	7,966	4.3%
6. Driving Without Privileges - Suspended License	4,648	2.5%
7. Following Too Close	4,980	2.7%
8. Reckless or Inattentive Driving	4,639	2.5%
9. Failure to Yield Right of Way	3,622	2.0%
10. Child Safety Seat Violations	1,605	0.9%
All Other	13,369	7.3%
TOTAL	184,336	

Safety restraint violations are considered secondary violations. Both child safety seat and safety restraint violations are non-moving traffic infractions and are not part of the driving record. Data for these two violations is obtained directly from the judicial system. The remaining violations are moving traffic infractions and data is obtained from driving records.

Table 18 is a breakdown by age for selected traffic violations. The five violations shown comprise 64% of all violations for 2004. The basic rule violations refer to Idaho Code requiring drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Table 18 Selected Traffic Violation Rates for Idaho Licensed Drivers: 2004 (Per 100 Licensed Drivers)					
Age	Basic Rule/Speed	Fail to Stop at Stop Sign and Signals	DUI Idaho Residents	Reckless or Inattentive	Following Too Close
15	10.1	3.2	0.2	1.2	1.6
16-19	22.1	3.8	0.9	1.9	1.9
20-24	16.7	2.2	1.8	1.1	1.0
25-34	11.1	1.4	1.2	0.5	0.6
35-44	8.3	1.1	1.0	0.4	0.4
45-54	5.7	0.8	0.6	0.2	0.3
55-64	4.2	0.6	0.3	0.2	0.2
65-74	2.5	0.4	0.1	0.1	0.2
75+	1.5	0.6	0.0	0.1	0.2
Mean	8.5	1.2	0.8	0.5	0.5

Younger drivers, especially those 16 to 19 years old, had violation rates well above the mean in areas shown to be major contributing factors in collisions, i.e., speeding, inattention, following too close, and disregarding stop signs and signals. Drivers age 20-24 had the highest rate for DUI violations.

This information is provided by the Drivers Services Section of the Division of Motor Vehicles within the Idaho Transportation Department and comes directly from driver's license records.

Table 19
Driver's License Suspensions by Violation Type: 2004

Violation	Number	% of All Suspensions
Failure to Maintain Insurance	24,587	31.9%
Failure to Pay Fine	20,965	27.2%
Driving Under the Influence	7,486	9.7%
Administrative License Suspension (ALS)*	6,522	8.5%
Driving Without Privileges	5,789	7.5%
Underage Consumption or Possession of Alcohol or Tobacco	3,171	4.1%
Family Responsibility Law	1,843	2.4%
Refused Evidentiary BAC Test	1,709	2.2%
Recurrence of Violation	1,228	1.6%
Points	725	0.9%
Reckless/Inattentive Driving	558	0.7%
All Others	2,564	3.3%
TOTALS	77,147	100.0%
<i>*On July 1, 1994, legislation took effect creating the Administrative License Suspension (ALS) Program to suspend licenses of drivers who fail or refuse to submit to evidentiary testing for DUI. The ALS Program was placed in moratorium on March 17, 1995. The law was reinstated January 1, 1998.</i>		

The two largest categories of driver's license suspensions are failure to pay a traffic fine and failure to maintain insurance. These two suspensions account for 59% of all license suspensions. Driving under the influence accounted for 10% of all license suspensions.

The ITD Economics and Research Section provides the information concerning driver's license suspensions.